LONDON

[redacted] T. S. M. V. "HINAKURA,"

T. S. MOTORSHIP FOR N.Z. S. C^o L^TD

PROFILE & DECK PLANS.

SCALE 1/16" = ONE FOOT. (AS FITTED.)

Owners.

JOHN BROWN & COMPANY, LIMITED
SHIP DRAWING OFFICE
97326
20 JUL 1949.
CLYDEBANK

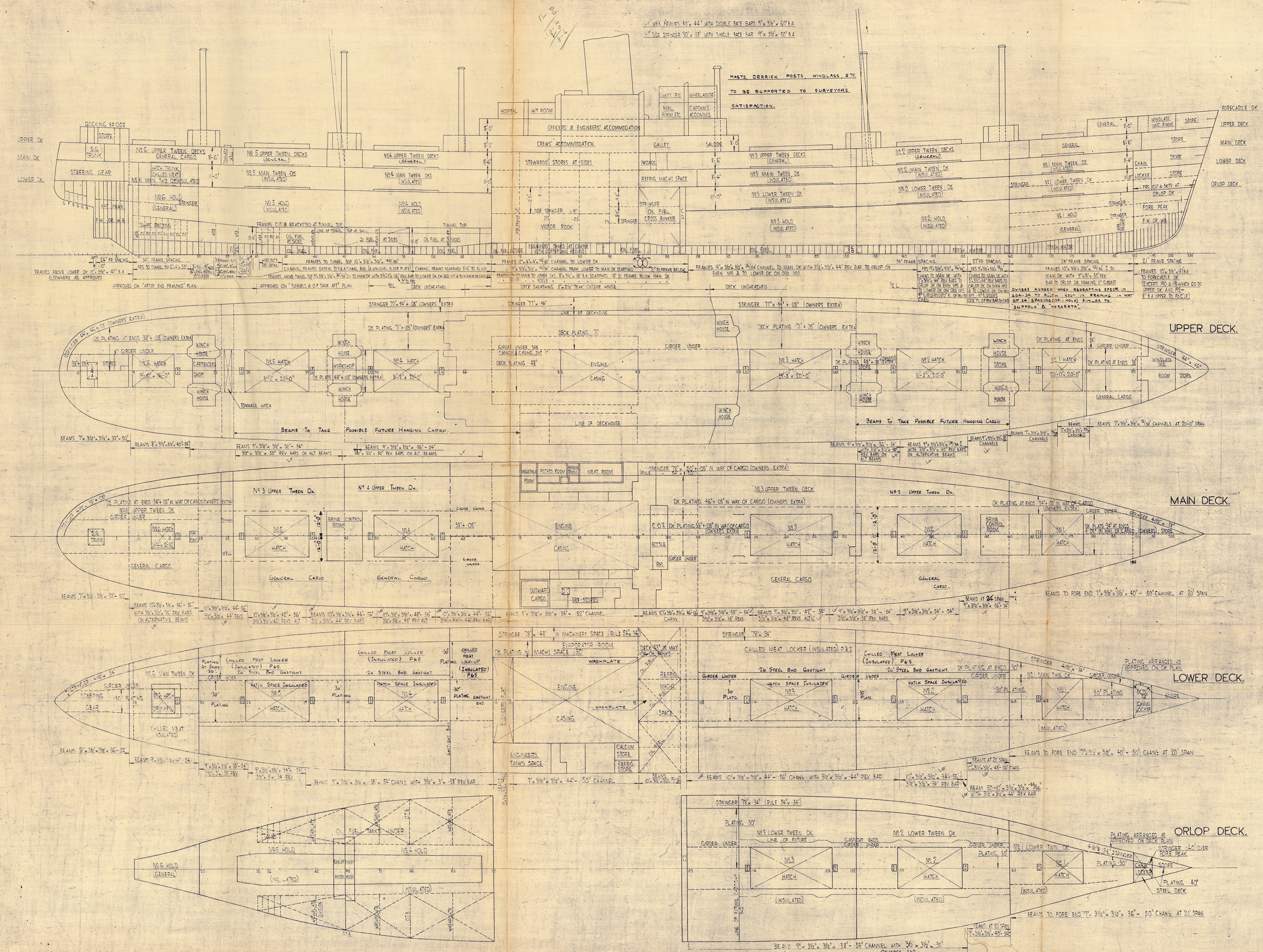
MOULDED DIMENSIONS:- 530'-0" B.P. × 70'-0" × 47'-6" TO UPPER DECK
39'-0" TO FREEBOARD DECK

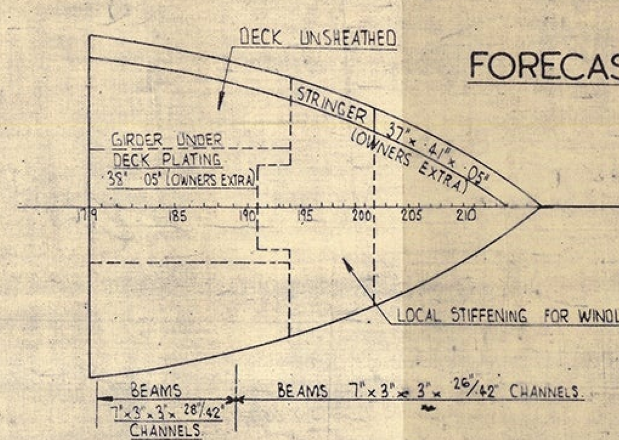
NOTE:- VESSEL TREATED AS A 2-DECK SHIP

SUITABLE DOUBLING PLATES TO BE ARRANGED AT CORNERS OF HATCHES.

SHELL BUTTS WELDED.

DECK BUTTS WELDED.





✓1 - TIER OF HANGING CARGO ASSUMED ON THESE BEAMS
✓2 - TIERS
NO HANGING CARGO ELSEWHERE.

CARGO HOOKS.
ONE MILD STEEL CARGO HOOK WITH SWIVEL & SHACKLE TO EACH DERRICK. (S.W.L. 3 TONS) & ALSO ONE UNION PURCHASE CARGO HOOK OF OWNERS' PATTERN TO EACH PAIR OF DERRICKS.

DERRICK POSTS:- POSTS ARE OF SUFFICIENT STRENGTH TO CARRY ONE DERRICK WITH 10 TON LOAD WITHOUT SHROUDS OR STAYS BUT TWO EYEPLATES SUITABLE FOR STAYS FITTED AT HEAD OF EACH POST.
A 1" G.M. DRAIN PLUG FITTED AT FOOT OF POSTS WHICH ARE COATED INTERNALLY WITH BITUMINOUS SOLUTION & ENAMEL.
A LADDER IS FITTED ON INBOARD SIDE OF EACH POST & ALSO HAND & FOOT GRIPS & CARGO CLUSTER FITTINGS AS REQUIRED

DERRICKS:- DERRICK TUBES OF SEAMLESS STEEL WITH SCREWED CAP & DRAIN PLUG AT HEAD & DOUBLE JAWS AT HEEL, SLOTTED AND FITTED WITH THROUGH BARS WITH EYES & COATED INTERNALLY WITH BITUMINOUS PRESERVATIVE.
SAFE LOAD CUT IN & PAINTED ON EACH DERRICK NEAR HEEL.
LENGTHS OF DERRICKS SATISFY REQUIREMENTS OF OUTREACH ETC. & IN SOME CASES ADDITIONAL LENGTH IS GIVEN FOR STOWAGE.
ALL DERRICKS HAVE A SAFE WORKING LOAD OF 10 TONS, EXCEPT HEAVY DERRICK.

ALL STANDING RIGGING SPLICED, WORKED PARCELLED AND SERVED WITH SPUN YARN FOR 7 FT. ABOVE DECK. SET UP WITH RIGGING SCREWS ATTACHED TO CHAIN PLATES. NO RATLINES PROVIDED.
INSULATORS ARE FITTED ON ALL RIGGINGS (WHERE REQUIRED BY WIRELESS (CONTRACTORS) TO AVOID AERIAL INTERFERENCE.

LIST OF PARTICULARS

No. OF DERRICK	TOTAL LENGTH	SAFE WORKING LOAD.	TOP BAND BELOW DERRICK TOP	DERRICK POST HEIGHT ABOVE WINCHHOUSE TOP	GOOSENECK PIN HEIGHT ABOVE WINCH HEAD TOP	TOPPING SPAN LENGTH EYE TO EYE.	NO OFF 10 FEET LENGTHS OF TOPPING CHAIN.	LENGTHS OF CARGO RUNNER
1	55'-9"	10 TONS	1'-3"	37'-0"	3'-0"	68'-0"	1	210 FT.
2	"	"	"	"	"	"	2	"
3	55'-3"	"	1'-3"	"	3'-0"	68'-0"	1	210'
4	"	"	"	"	"	"	2	"
5	55'-6"	"	3'-9"	37'-0"	3'-0"	68'-0"	1	210'
6	"	"	"	"	"	"	2	"
7	55'-9"	"	5'-3"	"	3'-0"	68'-0"	1	210'
8	"	"	"	"	"	"	2	"
9	48'-0"	"	1'-3"	33'-0"	4'-0"	66'-0"	1	210'
10	"	"	"	"	"	"	1	"
11	55'-0"	"	1'-3"	37'-0" ABOVE BRIDGE DECK	8'-0" ABOVE BRIDGE DECK	60'-0"	1	210'
12	"	"	"	"	"	"	2	"
13	54'-0"	"	1'-3"	37'-0"	3'-0"	66'-6"	1	210'
14	"	"	"	"	"	"	2	"
15	56'-6"	"	4'-6"	"	3'-0"	64'-6"	1	210'
16	"	"	"	"	"	"	2	"
17	58'-9"	"	3'-0"	37'-0"	3'-0"	60'-6"	1	210'
18	"	"	"	"	"	"	2	"
19	48'-3"	"	1'-3"	"	2'-9"		1	210'
20	"	"	"	"	4'-0"	60'-0"	2	"

50 TON
HEAVY DERRICK NOTES.

DERRICK. OF SEAMLESS STEEL TUBE & GENERALLY SIMILAR TO 10 TON DERRICKS.
STOWAGE. DERRICK STOWS UP THE MAST. STOWING LIFT AS ARRANGED.
TOPPING LIFT. AS SHOWN ON PLAN. PURCHASE WIRE REEL SUPPLIED.
CARGO RUNNER. AS SHOWN ON PLAN. PURCHASE WIRE REEL SUPPLIED. WIRE LONG ENOUGH TO REACH BOTTOM OF HOLD AT NEAR END OF HATCH.
GUYS. TWO UPPER & TWO LOWER GUYS FITTED OF 4" (6/24 CONS) G.F.S.W.R. WITH PURCHASES OF 2¼" (6/24 CONS) G.F.S.W.R. ON UPPER & LOWER 10" TREBLE BLOCKS. SNATCH BLOCKS SUPPLIED FOR LEADS TO WINCHES AS SPECIFIED. EYEPLATES FITTED.

T. S. M. V. "HINAKURA".

RIGGING PLAN. (AS FITTED)

SCALE - 1/8" = 1 FOOT.

P&O

JOHN BROWN & COMPANY, LIMITED
97599
10 AUG 1949
CLYDEBANK

DERRICK STOWAGE:- ALL DERRICKS ARE STOWED ON SMITHED CRUTCHES OR WHERE SHOWN ON A STOWAGE OF PLATES & ANGLES.
WINCH HOUSES:- ELM CHAFING PIECES ARE FITTED ALONG THE OUTBOARD TOP EDGES OF ALL HOUSES TO TAKE CHAFE OF TOPPING CHAINS WHEN SLACK AS ARRANGED WITH INSPECTOR AT SHIP.
TOPPING LIFTS:- WIRE SPANS OF 4¼" (6/24 CONS) G.F.S.W.R. WITH THIMBLE AT EACH END SPLICED WITH NOT LESS THAN THREE FULL & TWO HALF TUCKS ONE THIMBLE SHACKLED TO DERRICK HEAD & OTHER TO TOPPING CHAIN & 2½" (6/24 CONS) G.F.S.W.R. TOPPING WIRE. TOPPING CHAINS WITH 14" x 1¾" LINKS OF NUMBER GIVEN IN TABLE SUPPLIED EACH LENGTH HAVING A SHACKLE AT ONE END FOR USE WITH 5 TON LOADS. DECK FITTINGS COMPRISE AN EYEPLATE TO TAKE TOPPING CHAIN & A 12" DIA SHEAVE TO LEAD 2½" WIRE TO WINCH END DRUM. FOR LOADS BETWEEN 5 & 10 TONS. TWO TOPPING LIFTS OF 2½" (6/24 CONS) G.F.S.W.R. ON 14" DOUBLE BLOCKS SUPPLIED.
CARGO RUNNERS:- EACH DERRICK HAS ONE SINGLE 2½" (6/24 CONS) G.F.S.W.R. RUNNER OF LENGTH GIVEN IN TABLE, WITH THIMBLE EYE AT ONE END FOR LOADS UP TO 3 TONS AND IN ADDITION TWO 2½" (6/24 CONS) G.F.S.W.R. RUNNERS ON TWO DOUBLE BLOCKS ARE SUPPLIED FOR 3/10 TON LOADS EACH LONG ENOUGH TO REACH TO BOTTOM OF HOLD. LENGTH OF WIRE 550 FEET.
DERRICK GUYS:- EACH DERRICK HAS TWO GUYS OF 2¼" (6/24 CONS) G.F.S.W.R. WITH 2¾" MANILA PURCHASES. OUTBOARD PURCHASES TO HAVE DOUBLE UPPER & SINGLE LOWER BLOCKS AND INBOARD GUYS HAVE TWO SINGLE BLOCKS. SETS OF GUYS CONSISTING OF 3½" S.W.R. PENNANT, TWO DOUBLE M.C.I. 10" BLOCKS WITH 4" MANILA PURCHASE SUPPLIED FOR 2 DERRICKS FOR USE WITH 5-10 TON LOADS.
PREVENTATIVE GUYS:- EACH DERRICK HAS ONE IN NUMBER PREVENTATIVE GUY OF 4" SISAL (EXCEPT HEAVY DERRICK) ALL EYEPLATES & CLEATS PLACED TO SUIT THE CHIEF OFFICER.
DERRICK BLOCKS:- BLOCKS ARE OF SIZES GIVEN ON PLAN. BLOCKS TESTED TO FACTORY ACT REQUIREMENTS. SHIPS CODE LETTERS STAMPED ON EACH BLOCK (M.A.C.F.)

[redacted] T.S.M.V. "HINAKURA".

MIDSHIP SECTION.

SCALE: - 1/2" = 1 FOOT. (AS FITTED)

MOULDED DIMENSIONS:- 530'-0" B.P. × 70'-0" × 47'-6" TO UPPER DECK.

TO CLASS 100 A1. LLOYDS WITH FREEBOARD (COMPLETE SUPERSTRUCTURE)

ALL SECTIONS ARE NEW BRITISH STANDARD.

HOLES IN BEAMS AND FRAMES FOR INSULATION ARRANGED TO SUIT CONTRACTORS.

Owners
JOHN BROWN & COMPANY LTD
97325
20 JUL 1949
CLYDEBANK

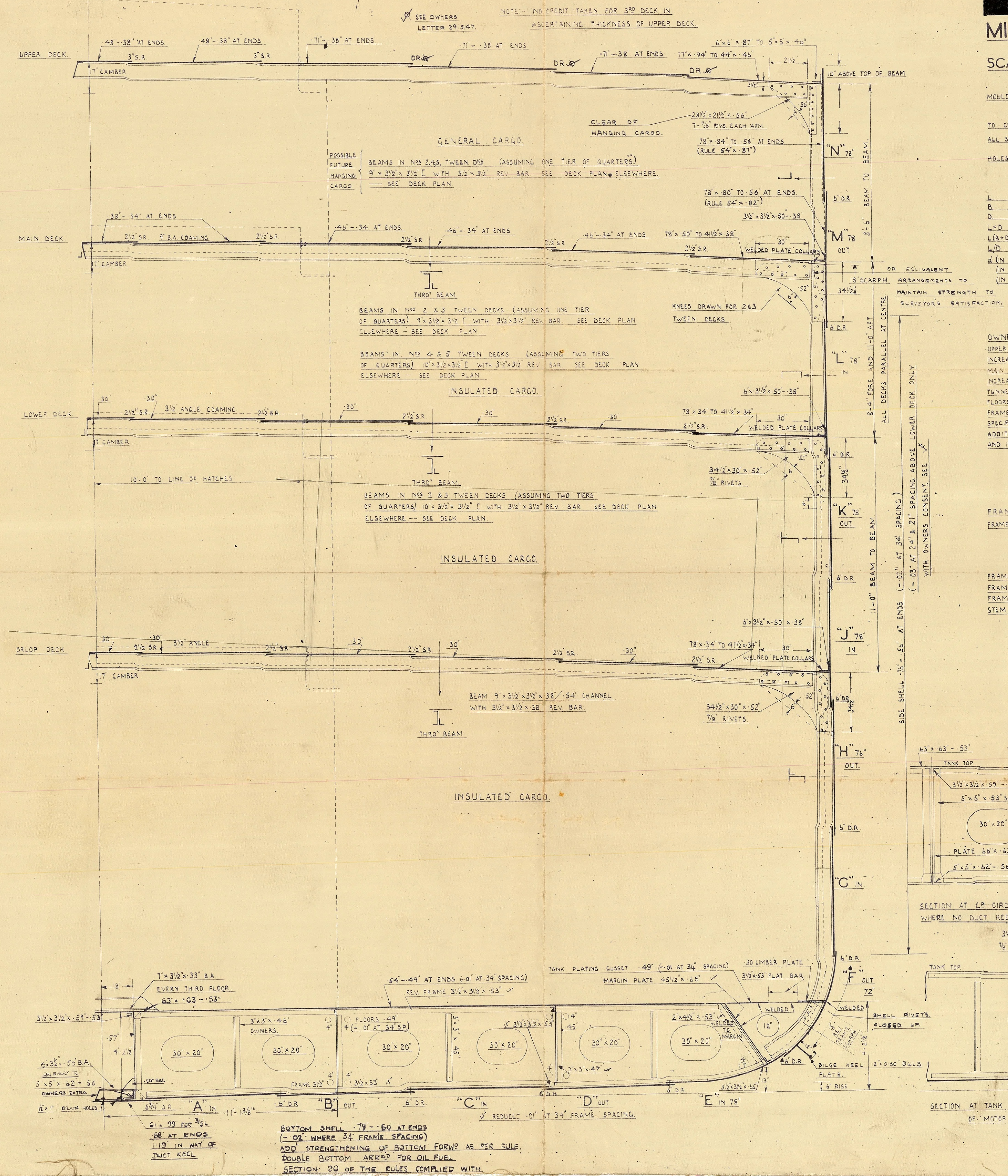
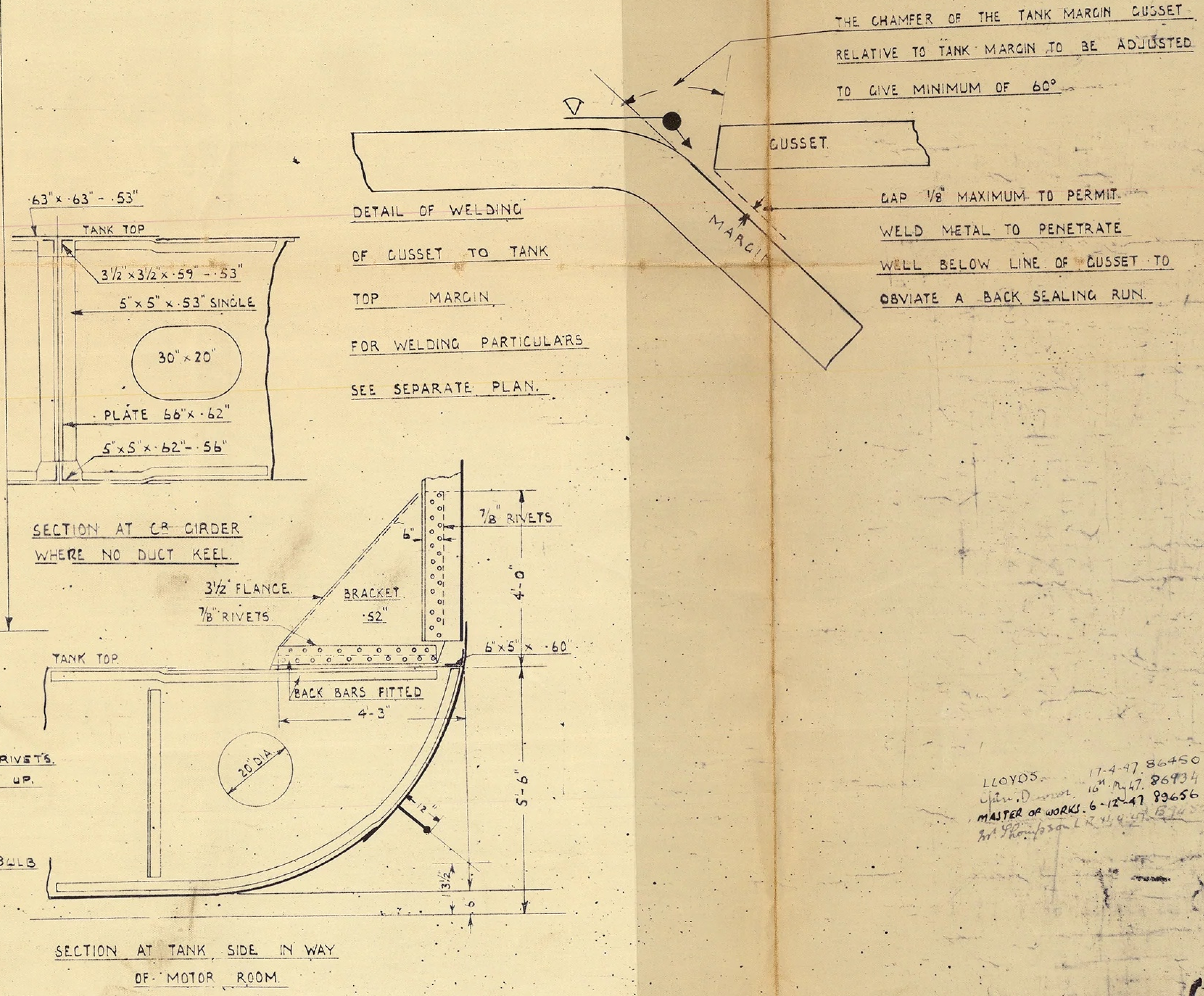
NUMERALS.

L.	530'-0"
B.	70'-0"
D.	47-0"
L×D	24910
L(B+D)	62010
L/D	11-15
d (IN WAY OF ORLOP DECK FORWARD) 15·46' + 1·37' =	16·83' AT ⌀ – (AT 1/2 L FORWD = 20-00") AT COLLISION BHD = 18-89
(IN WAY OF MACHINERY SPACE)	12·67'
(IN WAY OF TUNNEL FLAT)	8·79'

EQUIPMENT AS PER RULE.

OWNER'S EXTRAS.

UPPER DECK STRINGER & PLATING CLEAR OF HOUSES INCREASED BY ·05".
MAIN DECK PLATING IN WAY OF CARGO SPACES INCREASED BY ·05"
TUNNEL FLAT IN NOS 4 & 5 HOLDS INCREASED BY ·05"
FLOORS STIFFENED BY VERTICAL LUGS BETWEEN INTERCOSTALS.
FRAME SPACING IN FORE PEAK TO BE 21" & IN NO 1 HOLD TO BE 24" & OWNERS AGREED WHEN REDRAFTING SPECIFICATION TO ALLOW REDN IN 24" SPACING NO REDN ELSEWHERE (EXCEPT SEE NOTE X)
ADDITIONAL SIDE STRINGERS THROUGHOUT MACHINERY SPACES (PER LLOYDS LETTER) AND IN DEEP TANKS ABOVE CLASSIFICATION REQUIREMENTS.

FRAMING.

FRAME SPACING = IN AFT PEAK 24"
IN FORE PEAK 21" (OWNERS)
FROM 3/5 LENGTH TO AFT END OF NO 1 HOLD 27"
IN NO 1 HOLD 24" (OWNERS)
ELSEWHERE 34" (RULE 36 1/2")
FRAMES IN PEAKS = 10" × 3 1/2" × ·47" B.A. TO FORECASTLE DK
FRAMES IN UPPER TWEEN DECKS 8" × 3 1/2" × ·35" B.A.
FRAMES ELSEWHERE SEE PROFILE.
STEM 11" × 3"